THE SALT LAKE HERALD

SUNDAY, DECEMBER 11, 1904

SECTION TWO

Preparations Being Made to Move Into New Presbyterian Church.

The congregation of the First Presbyterian church will be called to act next Wednesday evening upon a proposition to borrow $65,000 with which to rush work on the handsome new edifice at Brigham and C streets. This, when completed, will be one of the handsomest structures for religious purposes in the west and will add one more to the number of fine buildings which Salt Lake will see finished within the coming year.

Churchly and unpretentious in design, the new First Presbyterian church has been highly praised by those who have seen it. Although a large sum of money is yet needed to make payments on contracts which are to be granted, the church is not so far from completion but that the early spring will see the congregation installed, if not in the auditorium at least in the large Sunday school room. These have been pronounced the finest west of the Mississippi.

The seating capacity of the Sunday school rooms and of the main floor is the same—1,000—so the congregation will be comfortably fixed, even should the old quarters be abandoned before the new edifice's completion. The speed with which this is effected depends upon the action of the congregation as regards the loan proposition.

Work on the church was begun about two years ago. Red Butte stone, native to Utah, has been used in construction, with terra cotta for ornamental work. At present the plastering has been completed, boilers and heating apparatus are installed and all the heavy stone work has been finished. Wiring and interior work is now being done.

The committee, in whose hands are all the building plans, is composed of Rev. W. M. Paden, pastor of the church, Thomas Weir and H. G. McMillan, treasurer. It is probable that the church will represent an outlay of between $150,000 and $160,000, although the committee cannot at this time give out any figures.

Dimensions of Church.

The new church is to be 165 feet all over, 95 feet wide and 82 feet from its base to the highest tower. It will consist of a basement, main floor and gallery, this plan being followed in both the church proper and Sunday school department.

In the basement, under the Sunday school room, will be the primary rooms, kitchen and pantry, and, in the northeast corner, the boiler room. Under the main auditorium in the basement will be two parlors for lecture and primary class purposes and a large general assembly room.

The two towers, the larger on the northwest corner of the edifice and the smaller at the northeast, will contain stairs leading from the lobby upstairs to this assembly room and the basement.

The first floor will consist of a vestibule, lobby and main auditorium, and, in the north half, the advanced Sunday school rooms. The Sunday school rooms, both advanced and primary, will be divided into partitions, twelve on each floor, so arranged that every pupil can see from his or her seat an elevated platform, from which addresses may be given. The pastor's study will be on the east side of this part of the building. There will be Sunday school entrances at the northwest and southwest corners.

The space between the speaker's platform at the rear of the Sunday school room and the auditorium will be occupied by the organ and choir seats. The organ pipes have been allowed a space seventeen feet deep, eighteen feet wide and twenty-eight feet high.

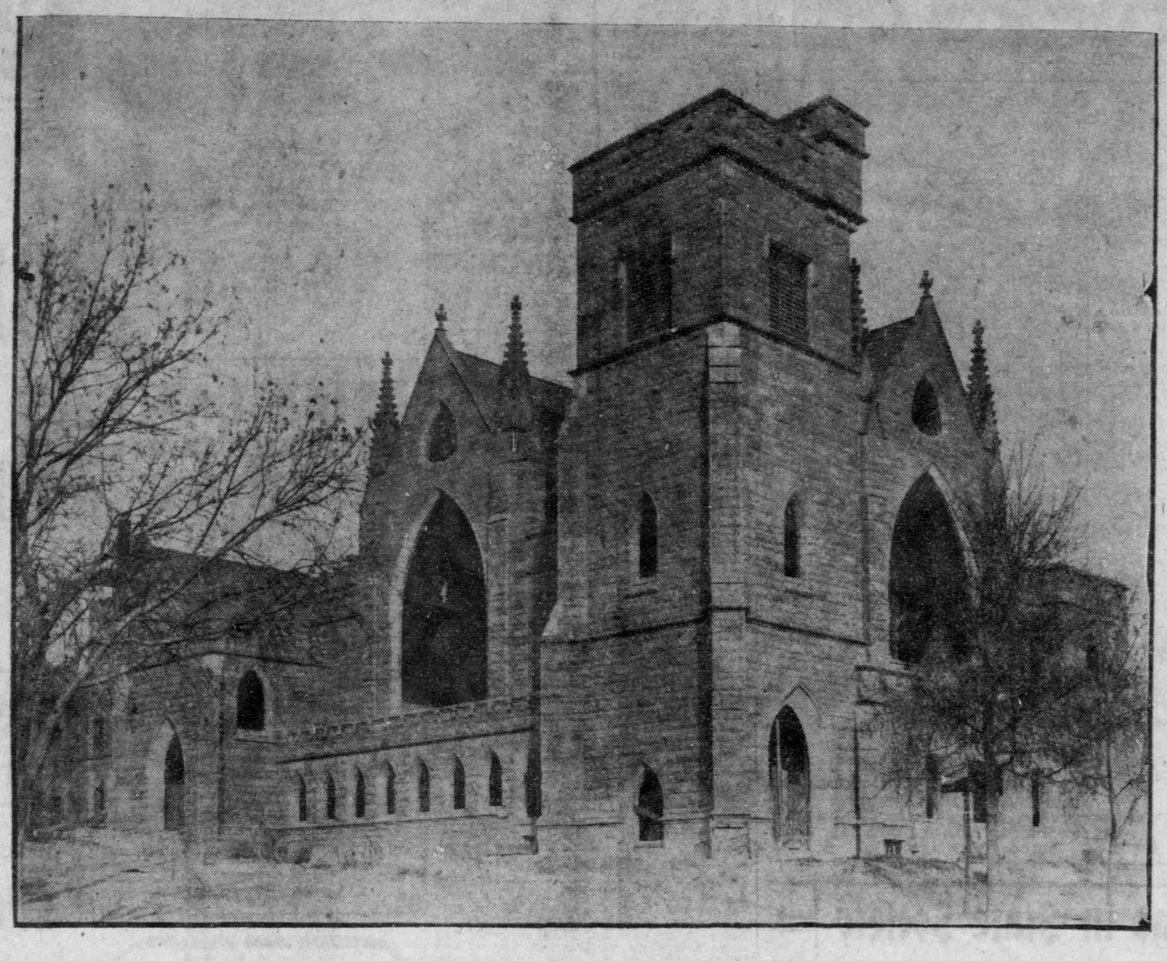
On the west side of the main floor will be a long colonnade extending, without interfering with the auditorium in any way, to the Sunday school rooms.

The auditorium itself is constructed with a bowled floor, well adapted to allowing a good view of the pulpit from any seat. Gothic rafters will aid in the acoustic properties, to which especial attention has been paid. Ventilation here, and in the auditorium, will be effected through what is known as the direct and indirect heating system. This consists of a battery of radiators, some in view, as in ordinary office buildings, others concealed in passages through which fresh air continually passes. In this way the warm air is not allowed to stagnate and be reheated.

Many Exits in Building.

The church will be plentifully supplied with exits. There are nine of these, two on the east, three on the west and four on the south. It is calculated that these latter alone can easily care for the 1,000 persons whom the main auditorium will seat. The others will be amply sufficient for occupants of the gallery and Sunday school. The gallery may be entered and left from the vestibule, thus doing away with any congestion on the main floor.

There are to be three beautiful art glass windows, one each on the west, south and east. Each of these will be thirty-one feet high and eighteen feet wide. The area of glass included in these immense panes will probably exceed that contained in any other building in the state.



—Photo by Harry Shipler.

New Presbyterian Church, Brigham and C Streets, As It Looks Today.

FISHING FOR COD IN THE GRAND BANKS

BY FREDERIC J. HASKIN

ST. JOHNS, Newfoundland, Dec. 3.—It seems like a caprice of nature that the soil of Newfoundland should have been made so barren and the surrounding sea so rich. The wealth of the country is in the nearby water rather than upon the land. Fish is the legal tender of these North sea islanders. Everything depends upon old King Cod and his fellows of the finny tribe. If one is to keep within range of the conversation here he must know all about the habits of herrings, haddocks and halibut; he must be up on market price of cod livers, as well as how much salt it will take to cure a quintal of mackerel, not to speak of divers incidentals concerning the kind of bait it takes to lure a salmon to his doom, or the proper way to approach a seal on an ice floe. On a certain day the news of skipper Ambrose taking nine thousand codfish in one haul of his trap caused more discussion than the cabled report that Roosevelt had carried all the doubtful states.

A Bone of Contention.

These rich fishing grounds, yielding annually their millions of wealth, have been a bone of contention for England, France and the United States since 1713. Treaty after treaty has been framed to adjust the differences of the disputants, but it seems to be a quarrel without end. From the earlier days the French have held rights in these waters. At one time they operated as high as 240 stations, and sent fully 15,000 men across the Atlantic each season. However, the volume of their traffic has dwindled until there are only sixteen stations remaining, and less than 400 fishermen in the zone. All this refers to the west coast of Newfoundland, which is known as the French shore, and has nothing to do with the Grand Banks, which is an entirely different matter. A treaty was made in April of this year and ratified in November, in which the French gave up their rights along the west shore in exchange for some British territory in West Africa.

Trouble For Uncle Sam.

Having finally succeeded in clearing their shore waters of the French, the Newfoundlanders now expect to turn their attention to the Americans. They want to make a better bargain with Uncle Sam. The present status is about like this: The fishermen of several nationalities have the right to fish on the Grand Banks, but all of them are barred from catching bait in the shore waters of Newfoundland. This bait act is a defensive measure inaugurated by the islanders and is a most effective weapon if properly enforced, because fishermen cannot get bait anywhere within a reasonable distance of the banks except in the coves of Newfoundland. The islanders have furnished bait to the Americans in the hope of securing reciprocity with the United States. For sixteen years they have been waiting our pleasure in the matter, and all this time we have been accepting their hospitality in the matter of free bait. They assert that their patience is becoming exhausted. If we do not enact favorable legislation at this session of congress our fishermen cannot have any more bait. Furthermore, they intend to enact retaliatory legislation against us.

This may be one of several forms. They may follow the lead of Canada by giving English manufacturers a preferential duty of 33 1-3 per cent, or they may construct a prohibitive tariff aimed directly at American wares, so it will be seen that Uncle Sam had better look "a little out" unless he wants his cod hunters to have what in the parlance of the profession is known as "fisherman's luck," as well as a closed market for Yankee products. As the trade runs from year to year we sell the islanders $3,000,000 worth of stuff and buy from them $1,120,000 annually.

Extent of Fishing Zone.

The fishing grounds reach from the southern point of Newfoundland to Hudson straits, the entrance to Hudson bay, a distance of 1,500 miles. In width they vary from one to two hundred miles. During each season from 1,500 to 1,600 vessels engaged in the fishing industry ply these waters. The number of Newfoundlanders employed in the business varies from 60,000 to 65,000.

Besides the natives of the island there are Americans, Frenchmen and Canadians to the number of 16,000 who depend upon these waters for a livelihood. It is said that it is as impossible to procure expert fishermen now as it was fifteen or twenty years ago. The reason for this is the introduction of new methods among the different nationalities. The Frenchmen are known as the poorest fishrmen.

The deep sea fishermen take cod, halibut, haddock and mackerel, and hunt the seal as well. What is known as the inshore fisheries are devoted to the capture of cod, herring, lobster and salmon. All the kinds of fish above named are taken with bait, except mackerel, which are very small. They travel near the surface and are caught with seines. The kind of bait used varies according to the time of year. The cod will eat herring for about six weeks, beginning in April, so this is put on the hooks during that time. After this the caplain, a little fish like a sardine, is substituted until the latter part of July. From this time until October, when the season generally ends, a fish called squid is utilized. The fact that both the bait and the larger prey had to be caught with hooks made the calling a laborious one in times past, but the use of traps which require no bait has been successful, and this form of fishing is becoming more general every season.

The trawl is used exclusively on the Great Banks. It is similar to what is known as a trot line in some portions of the States. Sometimes this line will be more than a mile in length and will bear 3,000 hooks. It is not an unusual occurrence to have a fish on every third hook when it is overhauled. The trap can only be used near the shore in shallow water. Traps are very expensive and many of the poorer people cannot afford them, so they have to be content with taking the fish on hooks. They drop a line over the side of the boat in the shallow water of ledges and reefs, then haul in hand over hand.

Value of the Catch.

The market value of the fish taken by the people of Newfoundland in a season varies from $7,000,000 to $8,000,000. Cod is the big item in this total, with seals and herring and lobsters about even for second place on the list. The livers of the cod are valuable for making emulsions, and the sum derived from the sale of this by-product in a season often exceeds $300,000, especially if there happens to be a light catch in Norway. The seals are not fur-bearing. Their hides are used in the manufacture of leather, and their oil for illuminating the lamps of lighthouses, as well as in making high class soaps.

The total number of men on the Grand Banks during the period when codfish can be taken will run between 15,000 and 18,000. This will be proportioned between the nationalities about as follows: French, 10,000; Americans, 4,000; Canadians, 2,000; Newfoundlanders, 1,500. Many of these working on the American fleet, which hails from Gloucester, Mass., are natives of either Nova Scotia or Newfoundland. While the Newfoundlanders are few in number compared to the others on the banks, about 12,000 of these spend the season in Labrador. It is estimated that fully 30,000 men, women and children are engaged along the coast of Newfoundland in curing and taking care of the fish as fast as they are caught. In this connection it is safe to say that if there is anything on earth which will put a slaughter house to shame it is the scene of a fish cleanery.

Sealing Is Dangerous.

The life of the fisherman is a hard one at best. Only the most rugged can have the hardihood to endure it. Those who fish in the small coves frequently have to carry all their supplies and fishing apparatus overland on their backs, then take their catch out in the same way. The sealing business is extremely hazardous. Every resident of St. Johns remembers the disaster which befell the members of the crew of the steamer Greenland on one of its sealing expeditions. There were nearly 200 men on the floes pursuing the seals when a terrible blizzard arose. The fury of the storm was such that the men were blinded and rendered utterly helpless. The steamer was driven away by the fierceness of the gale and the unfortunate hunters were left on the ice without food or shelter for thirty-six hours. When the storm subsided to such an extent as to make a search possible, forty-eight of the men were found dead. They were frozen in every conceivable position, and when the steamer returned to St. Johns with its cargo of distorted corpses the scene was one never to be forgotten.

A Chapter of Calamities.

The history of the fishing industry on the great Newfoundland banks is a long chapter of calamities. The men look after their lines in small dories, two of them going in each boat. Although the distance they are required to go from their schooner is not very great, being usually about a quarter of a mile, they frequently get lost in the fog and drift for days. The tide may carry them back to their haven or it may sweep them out on the turbulent bosom of the Atlantic. Stories of hardship endured with great pluck are numerous. One fellow rowed the boat alone for three days and nights, after his companion had become exhausted, and reached land 170 miles from where he had lost his ship. Another pair of young men became separated from their vessel and were exposed to the elements for five days and nights. This was in February during the worst kind of winter weather. One of them died from exposure and the other pulled gamely and blindly toward the land. When he finally made the coast his hands were frozen to the oars. He was so numb that he could not even stand erect. All of his fingers had to be amputated. Two others were picked up at sea in an unconscious condition. Their feet were so badly frozen that amputation was necessary to save their lives. These men had been adrift for thirteen days.

Still another tragedy of the banks was when a fishing vessel coming out from France collided with an iceberg. There were seventy-four men on board, and only three of them escaped. One boat was picked up containing six men dead and one alive. The rescuers were sickened by the sight that told how the one survivor had sustained himself. The poor wretch had partly eaten one of his comrades. He was in a pitiful state when rescued and did not recover for months. Another boat was picked up from this same vessel containing three men dead and two alive. The horrors of such experiences cannot be properly understood by the mere recital of them.

Hard Work and Poor Pay.

The returns for such a hazardous calling are not commensurate to the hardships and the risks. The statement of the work at St. Johns shows that in the savings department there are 4,000 accounts under $1,000, and only 120 over that sum. Comparatively few of the fishermen have anything for a rainy day. The most of them are behind in their accounts. They get their supplies from the merchant in advance and he takes their fish on account. Some of them do not get out of debt for years, and others owe the merchant all their lives. Their civilization is doubtless the crudest of any white people on the American continent. Almost the entire population lives along the coast within sight of the sea. There are no roads in most of the outlying districts, and as a result of the absence of highways there is no need for animals and vehicles. Hence many of these people have never seen a horse or a buggy. If it were possible for an automobile to run down the main street of one of these settlements it would depopulate the place in five minutes.

Need Schools and Doctors.

There are absolutely no modern conveniences of any sort, which is due both to poverty and ignorance. These poor sea dwellers are for the most part without education. One writer reports having found a justice of the peace who could not sign his name. The most pitiful side of their life is the lack of proper medical care. They cannot support a doctor who knows his business, and as a consequence are left to the mercy of their own "healers." One doctor who made a trip among them told me that he found their favorite treatment for fever to be the most absurd thing he ever heard of. It consisted in binding the half of a chicken which had just been killed to the soles of the patient's feet. He could get no explanation from the quack in attendance concerning the reason for such remarkable treatment, further than it was a charm for that kind of disease and would destroy it. Another fellow who had a sore throat was found with a half mackerel bound around his neck. Consumption is very prevalent among the fisherfolk, as well as nervous troubles and dyspepsia. The former is caused by excessive tea drinking and the latter by the heavy, tough bread which they eat.

Apples For Bait.

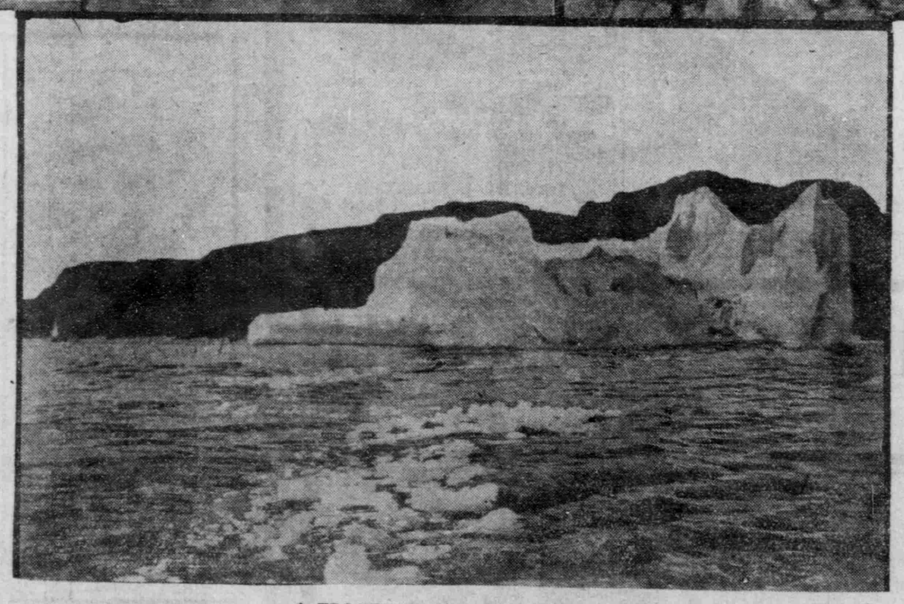
About the only means of recreation these people have is a choice between getting drunk and going to church, and although they are not very smart, the most of them know enough to choose the latter.

In the more remote regions a magic lantern show is nothing short of a sensation. A shrewd candidate recently carried a phonograph with him while making his canvass, and the people were so delighted with the politician's music box that it created a landslide in his favor. That it is indeed an ill wind that blows nobody good is proven by the fact that the settlers frequently add to their scanty stock of provisions by the wreckage from Atlantic liners which frequently go ashore on their coast.

An old priest was asked by his bishop how the people expected to get along during the winter that was approaching. "Very well, sir, with the help of God and a few wrecks," was the reply. Shortly before my arrival in St. Johns a steamship bound for Europe went on the rocks at Cape Race, the southernmost point of Newfoundland. The cargo consisted of 21,000 barrels of apples. Soon after the accident the sea for miles was literally covered with the fruit, and the shore was soon banked high with it. The inhabitants of every hamlet in that region gorged themselves with apples. An old veteran who stood surveying an immense pile which he had gathered, remarked, "It's a durned shame we cant' use 'em for bait."

A SMALL FISHING SCHOONER.

A SIXTY-POUND COD.



A FLOATING MOUNTAIN OF ICE.

Glory.

(Houston Chronicle.)

Little Harold—My mother is a Daughter of the Revolution.

Little Mickey—Dat's nuttin'. Me fadder is a Son of Jonadab.

Reflections of a Bachelor.

(New York Press.)

Reform tastes very bitter on your own tongue.

A good way to make the furnace burn is to put some bottles of beer on it to keep cool.

A woman will follow a man to the devil more often than he will follow her to heaven.

The more a girl's hair will curl without irons the less she worries about what people wear in heaven.

For the life of her a woman couldn't decide whether she'd rather have her figure thinner than it looks or look thinner than it is.